National Capital Region
**Transportation Planning Board**

# Aviation Technical Subcommittee
# Highlights of September 24, 2026, Meeting

**Meeting Participants:**

- Glen Warren, Metropolitan Washington Airports Authority, (MWAA)
- Shawn Ames, Maryland Aviation Administration, (MAA)
- Kendall Selch, Maryland Aviation Administration, (MAA)
- Keith Meurlin, Washington Airports Task Force, (WATF)
- Mark Rawlings, District Department of Transportation, (DDOT)

**TPB Staff:**

- Timothy Canan
- Kenneth Joh
- Olga Perez
- Zhuo Yang
- Amanda Lau

## 1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (MAY 28, 2026)

Mr. Glen Warren, representing the Metropolitan Washington Airports Authority (MWAA) and chairing the meeting in the absence of Mr. Azeem Khan and Mr. Ryan Washington, called the meeting to order at 10:37 A.M. and noted that the Subcommittee had cancelled the July meeting. The highlights of the previous meeting, held May 28, 2026, were approved by the Subcommittee, as written.

## 2. STAFF ANNOUNCEMENTS

Mr. Tim Canan informed the Subcommittee that no staffing changes had occurred. He noted that COG's office space had undergone a significant renovation of its second and third floor workspaces, with staff temporarily relocated to the ninth floor for approximately nine months during construction. The renovated space was officially reopened on September 9th, 2026.

## 3. WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Dr. Kenneth Joh briefed the Subcommittee on preliminary, exploratory discussions with MWAA and MAA regarding potential future approaches to conducting the Washington-Baltimore Regional Air Passenger Survey (APS), emphasizing that no decisions had been made. He reviewed the traditional field-based survey model and outlined a potential alternative approach in which airports would administer survey recruitment through gate-based QR codes and airport Wi-Fi, while COG would continue to select the sample flights and provide survey specifications.

Dr. Joh distinguished between existing airport customer satisfaction surveys and the regional APS, noting that the two serve different purposes and that flight-level and trip-origin information

must be preserved to support regional planning. He identified core survey requirements that must be retained regardless of administration method: a flight selection process, passenger identification tied to sampled flights, data collection, and weighted regional estimates. He also outlined key considerations for any new approach, including potential impacts on response rates, the need to coordinate with airports' existing survey activities, and the importance of maintaining consistency across all three airports. Staff recommended piloting any new approach before full implementation.

Dr. Joh asked the Subcommittee to weigh in on whether COG and the airports should proceed with planning for a 2027 APS, noting that COG has no programmatic requirement to conduct the survey on a two-year cycle.

Mr. Shawn Ames noted that an additional option discussed in prior conversations — retaining the survey's general structure but administering it less frequently with a reduced set of questions — had not been presented and asked that it remain under consideration. Mr. Glen Warren added that other previously discussed options included changing the survey cadence (e.g., every three to five years) or shifting to Wi-Fi-based data collection during a specific month to gather consistent data across airports. Dr. Joh responded that these previously discussed options remain under consideration and will be evaluated as part of planning for future survey waves.

Following discussion, the Subcommittee reached a consensus to defer the 2027 APS in favor of continuing to explore a pilot program testing new approaches. Members agreed there was no compelling programmatic need to conduct a survey in fall 2027. Mr. Keith Meurlin emphasized that any new approach must continue to provide the demographic, trip, and travel data needed to support grant justifications and planning needs at all three airports. Staff will bring more detailed options and a proposed timeline to the November meeting, noting implications for future AIP grant scoping.

## 4. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP) DISCUSSION

Ms. Olga Perez presented a comparison between COG's Regional Air System Plan (RASP) and the Puget Sound Regional Council's Regional Aviation Baseline Study (RABS), prompted by MWAA bringing the baseline study to COG's attention. She reviewed the RASP's history, noting it was established in 1975 with a comprehensive update in 2020, supplemented by incremental volume updates in 1988, 1993, and 1997, and well as updates to specific elements, such as air cargo.

Ms. Perez outlined key differences between the two studies: the RASP focuses on ground access, mode share, and facility capacity to support existing planned projects, while the baseline study takes a broader, strategic view of long-term system capacity, economic implications, and environmental trade-offs. She presented potential areas for expanding the RASP's future scope, including system capacity and candidate airport evaluation, regional economic implications, environmental and emerging technology considerations, and expanded stakeholder engagement, noting that any expansion could be pursued incrementally.

Mr. Canan added that the scope of any expanded RASP effort has implications for the Subcommittee's oversight authority, noting that recommendations extending into land use or

workforce policy would likely require a broader oversight structure beyond the Aviation Technical Subcommittee. He noted that any scope changes would also need to be reviewed with FAA program officers for AIP grant allowability, and that staff assumptions about future grant scope will be reflected in the Airport Capital Improvement Program (ACIP) to be presented for approval in November. No decision was made; staff will continue to develop options based on Subcommittee feedback.

## 5. ROUNDTABLE DISCUSSION

Mr. Warren reported on Dulles's approximately $22.5 billion, 10-year capital improvement program covering concourse, passenger conveyance, landside, and airside redevelopment. He noted coordination with Loudoun County, Fairfax County, and VDOT on regional roadway planning to prepare for anticipated passenger growth, as well as coordination near Reagan National Airport regarding roadway replacement, the Potomac Yard Metro project, and the Route 1 corridor redevelopment.

Mr. Ames reported on a planned redevelopment of BWI's hourly parking garage into a ground transportation center, along with a proposed pilot to relocate commercial vehicle and rideshare (TNC) pickups away from the curbside to reduce peak-period congestion, pending internal approval.

Mr. Keith Meurlin discussed anticipated growth at Dulles tied to airline expansion plans and additional daily flight banks, and its expected impact on regional roadways, referencing the American Legion Bridge and a potential future bridge connecting BWI and Dulles.

Ms. Amanda Lau, TPB Communications Specialist, was introduced to the Subcommittee.

## 6. OTHER BUSINESS

No other business.

## 7. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for November 19, 2026. It will be held virtually.